

10/523,601

1-22. (CANCELED)

23. (CURRENTLY AMENDED) An automatic transmission for a motor vehicle[[],] comprising:

one drive shaft (7),

one driven shaft on an axis different than the drive shaft (7),

one planetary gear co-axial to the drive shaft (7) and having at least one planetary gear set (14) and at least one switch element (10) for selective transmission of an input rotational speed of the drive shaft (7) to an output element of the planetary gear; and

one chain drive (18) of constant ratio abutting in an axial direction directly on a transmission housing wall (2) and whose drive wheel (19) is connected with the output element of the planetary gear and situated co-axially to the drive shaft (7) and whose driven wheel (22) is operatively connected with a driven shaft via a constant ratio,

wherein the drive wheel (19) of the chain drive (18) includes a cylindrical section (21) which extends axially so as to radially overlie and surround overlaps at least partly, in the axial direction, the switch element (10) which axially directly abutting on abuts against a side thereof of the drive wheel (19) remote from the transmission housing wall (2).

24. (PREVIOUSLY PRESENTED) The automatic transmission according to claim 23, wherein the drive wheel (19) of the chain drive (18) abuts, in the axial direction, directly on a single disc carrier (11) of the switch element (10).

25. (PREVIOUSLY PRESENTED) The automatic transmission according to claim 23, wherein one servo device (12) of the switch element (10) abutting on the drive wheel (19) of the chain drive (18) is situated upon a side of the switch element (10) facing the drive wheel (19) of the chain drive (18).

26. (CURRENTLY AMENDED) The automatic transmission according to claim 23, wherein the drive wheel (19) of the chain drive (18) radially overlaps, at least partly in the axial direction, at least at least one of a plurality of discs (13) of the switch element (10) that abut on the drive wheel (19) of the chain drive (18).

27. (PREVIOUSLY PRESENTED) The automatic transmission according to claim 23, wherein the switch element (10) abutting on the drive wheel (19) of the drive chain (18) is designed as clutch.

28. (PREVIOUSLY PRESENTED) The automatic transmission according to claim 23, wherein the switch element (10) abutting on the drive wheel (19) of the drive chain (18) is designed as brake.

10/523,601

29. (PREVIOUSLY PRESENTED) The automatic transmission according to claim 23, wherein the drive wheel (19) and the driven wheel (22) of the chain drive (18) are centered on a same housing element.

30. (PREVIOUSLY PRESENTED) The automatic transmission according to claim 23, wherein the drive wheel (19) of the chain drive (18) is supported upon one projection of the transmission housing wall (2) extending in the axial direction of the chain drive (18).

31. (PREVIOUSLY PRESENTED) The automatic transmission according to claim 23, wherein the drive wheel (19) of the drive chain (18) is supported on one shaft fixedly connected with a transmission housing (1).

32. (PREVIOUSLY PRESENTED) The automatic transmission according to claim 30, wherein a bearing of the drive wheel (19) of the chain drive (18) is designed as one of a needle bearing or roller bearing, the bearing of the drive wheel (19) comprises a radial bearing (25), an axial bearing (26) on a side of the transmission housing wall and an axial bearing (27) on a side of the switch element.

33. (PREVIOUSLY PRESENTED) An automatic transmission for a motor vehicle, comprising:

a drive shaft (7);

a driven shaft on an axis different than the drive shaft (7);

a planetary gear co-axial to the drive shaft (7) and having at least one planetary gear set (14) and at least one switch element (10) for selective transmission of an input rotational speed of the drive shaft (7) to an output element of the planetary gear; and

a chain drive (18) of constant ratio abutting in an axial direction directly on a transmission housing wall (2) and whose drive wheel (19) is connected with the output element of the planetary gear and situated co-axially to the drive shaft (7) and whose driven wheel (22) is operatively connected with a driven shaft via a constant ratio;

wherein the drive wheel (19) of the chain drive (18) radially at least partially overlaps, in the axial direction, the switch element (10) axially directly abutting on a side thereof remote from the transmission housing wall (2);

the drive wheel (19) of the chain drive (18) is supported upon one projection of the transmission housing wall (2) extending in the axial direction of the chain drive (18); and

a bearing of the drive wheel (19) of the chain drive (18) is axially fixed, by a guard ring (28), on a projection of the transmission housing wall (2) extending one of axially in direction of the chain drive (18) or on a shaft fixedly connected with the transmission housing (1).

10/523,601

34. (PREVIOUSLY PRESENTED) The automatic transmission according to claim 33, wherein a radial bearing (25) is axially fixed, by a guard ring (28), on the projection of the transmission housing wall (2) which extends in one of the axial direction of the chain drive (18) or upon the shaft fixedly connected with the transmission housing (1), the drive wheel (19) of the chain drive (18) is axially supported in a direction opposite to the transmission wall (2) on one of a structural element adjacent to the transmission housing (1), a flange-shaped section of the drive shaft (7) or on a disc carrier (11) of the switch element (10) abutting on the drive wheel (19) of the chain drive (18).

35. (PREVIOUSLY PRESENTED) The automatic transmission according to claim 23, wherein the transmission housing wall (2) abutting on the chain drive (18) faces one prime mover of the automatic transmission.

36. (PREVIOUSLY PRESENTED) The automatic transmission according to claim 31, wherein a shaft upon which the drive wheel (19) of the chain drive (18) is supported is designed as one of a stator shaft (8) of a hydrodynamic torque converter (4).

37. (PREVIOUSLY PRESENTED) The automatic transmission according to claim 31, wherein an oil pump (9) of the automatic transmission is integrated in a stator shaft (8).

38. (PREVIOUSLY PRESENTED) The automatic transmission according to claim 23, wherein for lubrication of the chain drive, a spray pipe is provided by which a lubricant is sprayed upon an inner side of one chain of the chain drive.

39. (PREVIOUSLY PRESENTED) The automatic transmission according to claim 23, wherein for lubrication of the chain drive (18), in one of a shaft upon which a drive wheel (19) of the chain drive (18) is supported or in a housing projection upon which the drive wheel (19) of the chain drive (18) is supported, at least one hole is integrated directly through which lubricant is supplied to one chain (23) of the chain drive (18).

40. (PREVIOUSLY PRESENTED) The automatic transmission according to claim 23, wherein the drive wheel (19) of the chain drive (18) additionally has one parking interlock gear (33) in which can engage a parking interlock pawl (34) of the automatic transmission for locking the driven wheel of the automatic transmission.

41. (PREVIOUSLY PRESENTED) The automatic transmission according to claim 23, wherein the driven wheel (22) of the chain drive is connected with a parking interlock gear (32), the parking interlock gear (32) has a parking interlock toothed (33)

10/523,601

in which one parking interlock pawl (34) of the automatic transmission can engage for locking the driven shaft of the automatic transmission.

42. (PREVIOUSLY PRESENTED) The automatic transmission according to claim 23, wherein the driven wheel (22) of the chain drive additionally has one parking lock toothing (33) in which a parking interlock pawl (34) of the automatic transmission can engage for locking the driven shaft of the automatic transmission.

43. (PREVIOUSLY PRESENTED) An automatic transmission for a motor vehicle, comprising:

a drive shaft (7);

a driven shaft on an axis different than the drive shaft (7);

a planetary gear co-axial to the drive shaft (7) and having at least one planetary gear set (14) and at least one switch element (10) for selective transmission of an input rotational speed of the drive shaft (7) to an output element of the planetary gear; and

a chain drive (18) of constant ratio abutting in an axial direction directly on a transmission housing wall (2) and whose drive wheel (19) is connected with the output element of the planetary gear and situated co-axially to the drive shaft (7) and whose driven wheel (22) is operatively connected with a driven shaft via a constant ratio;

wherein the drive wheel (19) of the chain drive (18) radially at least partially overlaps, in the axial direction, the switch element (10) axially directly abutting on a side thereof remote from the transmission housing wall (2);

a ring gear (15) of the planetary gear set (14) forms the output element of the planetary gear set (14).

44. (PREVIOUSLY PRESENTED) The automatic transmission according to claim 43, wherein the driven wheel (22) of the chain drive is connected with one sun gear (36) of one output planetary gear set (35), one ring gear (37) of the output planetary gear set (35) is connected with a housing (1) of the automatic transmission and the driven shaft of the automatic transmission is operatively connected with one web (38) of the output planetary gear set (35).